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LANE, CRAWFORD & Co.

Hongkong, 24th July, 1883. [632

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS,

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NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.

HONGKONG, JULY 30TH, 1883.

THE abolition of the Gambling Farm in Hongkong was a measure as to the wisdom of which much difference of opinion has been expressed. There is no reason to suppose that gambling is less rife now than it was in the days when the Farm was in existence, while there can be no question that its concomitant evils are much increased by the clandestine manner in which the practice is now indulged in. There is, however, no likelihood of the re-establishment of licensed gambling. The Farm was abolished in obedience to instructions from home, and any attempt to re-establish it would be opposed from the same quarter. An interesting debate on the suppression of gambling took place at a recent meeting of the Singapore Legislative Council. The existing Ordinances on the subject having been found ineffective, a new Ordinance was introduced by the Attorney-General, but it was not made a government measure, the official members being invited by the Governor to give expression to their individual opinions. On the motion for the second reading, the Bill was boldly attacked by the Hon. J. GRAHAM, one of the unofficial members, who moved the following resolution:—"That, experience having proved the Gambling Ordinances to be useless, this Council is of opinion that they should be repealed, and asks his Excellency to take steps for that end, and for establishing a Gambling Farm as the only means of effectually supervising and mitigating the evil." The Hon. G. M. SANDILANDS, another unofficial member, seconded the resolution, and a debate ensued in which opinions were pretty equally divided. Ultimately Mr. GRAHAM withdrew his motion, having elicited the views of the Council. Upon this the Governor said—and his remarks *pari passu*, would apply to the case of Hongkong:—"I think the hon. gentleman has taken a wise course in withdrawing his motion. I do not think his view is likely, in any case, to be adopted at the Colonial Office, but it is absolutely certain that nothing but a unanimous vote would have any effect, and that with such strong expressions of opinion as we have heard from his Honour the Chief Justice, from the Acting Colonial Secretary, from the Colonial Treasurer, and from my hon. friend who represents the Chinese—even supposing the hon. gentleman could have had a majority, which I am inclined to think he would not have had—it is entirely useless to raise the question at home. Nothing but a most overwhelming feeling would be of any avail, because we should be going against the current of feeling in England." It seems that Singapore formerly had a Gambling Farm, but it was abolished so long ago as 1829 on a presentment of the Grand Jury. What was proposed, therefore, was to return to the system which had been in force formerly, the attempts made to suppress gambling during the intervening fifty years having proved altogether ineffectual. Mr. GRAHAM speaking to his resolution, said:—"Whether we simply repeal the repressive Ordinances or establish a Gambling Farm, I, of course, do not mean to say that the vice will less abound, but I venture to think that it will not abound more, and we shall have the advantage that it will not be any longer practised in dark holes and corners, where the weak and unwary can be so easily victimised. It will be practised in public, and the more public the better, for then the gamblers and their dark ways will be more easily known and detected." This, in brief, was the chief argument used in support of the motion—that as it is impossible to suppress gambling it would be better to regulate it. Mr. GRAHAM also read an extract from a report by Mr. CRAWFORD, a former Governor of Singapore, who said:—"The Chinese and Malays, and other inhabitants of the Eastern Islands are imbued with a passion for gaming, for which prohibitory or restrictive laws are no match," and Mr. SANDILANDS, the seconder of the motion, said:—"You might as well try to stem the Falls of Niagara as attempt to suppress gambling in this Colony by any form of legislation. What, then, are we to do? If we cannot cure the evil, we should try to mitigate it. I hate and abhor gambling in any form, and I shrink from supporting anything that may seem to encourage it. . . . I would take my stand upon higher grounds, and contend that it is our bounden duty, if we cannot suppress gambling, to do our best to mitigate its evils as much as possible, and that, in my opinion, can only be done by establishing a Gambling Farm." It was also argued that the Bill was in the nature of class legislation, as it would not affect the gambling of the wealthy in their clubs or private houses, but only the poor, who have not the same facilities for indulging in it. The chief speech in support of the Bill and against the resolution was that delivered by the Chief Justice. The most striking characteristic of the speech is its utter disregard of logic. This legal luminary in the first place treats gambling as a crime *per se*. He asks:—"Is gambling the only crime you are unable to suppress? Does murder decrease? Does burglary decrease? How is it that there are certain classes of crimes and offences which you never expect to eradicate?"—as though there were any comparison between the offences. Further on he changes front somewhat and says that if a few ladies were seen taking part in a private sweep at the races no one would like to see them taken in charge by the Police—thus taking up the position that it is not the gambling that constitutes the crime, but the social status of the gambler. His Honour sees the absurdity of this position, however, agrees "that what is law for the European should be law for the coolie," and endeavours to extricate himself from the horns of the dilemma in the following extraordinary fashion:—"By the English law a moderate amount of excitement in playing at cards and staking money is allowed. It is only when it becomes excessive that it becomes a vice." This would be all very well if it were in accordance with fact, but we should like to know the law's definition of excessive excitement in gambling. There is in fact no question of degree about it. The man who games to the extent of the smallest sum commits an illegal act provided the manner of his gaming comes within the definition of public gambling, while a wealthy man may gamble away his whole estate provided he does it privately. There is nothing fundamentally wicked in gambling. Inexpedient and foolish it may be, but to class it as a crime is absurd. Treason, murder, robbery, theft, arson, and such like, are crimes, because they are acts which work a direct injury to others, but when a party sit down to play for money they do no direct harm to others, and as to the loss which may be sustained by any of the party, having entered on the amusement voluntarily, he must accept the responsibility. State enactments can never be made the source of right and wrong, properly speaking. The law may declare gambling to be illegal, but the nature of the act remains the same. No one will deny, however, that grave evils do result indirectly from gambling, evils of such a nature that the state is justified, as a matter of expediency, in attempting either to repress or regulate it. As a matter of expediency, therefore, rather than as one of first principle, the subject ought to be discussed. Taking this ground we are of opinion that it would be much more expedient, having regard to local circumstances, to license and regulate gambling than to persist in futile endeavours to repress it *in toto*. With the establishment of licensed gambling houses the vile dens which abound in the colony for illegal gambling would cease to exist, and the practice would be carried on openly in properly regulated places subject at all times to the visits of the police. One of the police officers at Singapore says:—"There can be no two opinions as to the desirability of a Gambling Farm. The entire Police Force are in favour of it, as it would aid them in their work and be the means of recovering much lost property, for when a man is seen gambling at high stakes, it generally happens the money is not his own, and the detectives *spot* him at once." Another argument against the existing system of repression is that it is a potent force in the creation of criminals. To quote from a Straits writer on the subject, there is something in the necessity for concealment which of itself removes a natural and wholesome restraint upon the gambler; for if to gamble is to break the law, he must feel that as a law breaker he has already placed himself beyond the social pale; and it is well known with this consciousness how reckless in other respects such men become. If a man is detected gambling under the existing law he is at once branded as a criminal and treated as such, although his general disposition may be the reverse of criminal. By the establishment of a licensing system the Government would, we are persuaded, do far more to lessen the evils of gambling than they can effect by the maintenance of the present system of attempted suppression. If gambling could be suppressed it would be an excellent thing, but amongst a Chinese population that is quite impossible.

The delivery of the American mail was begun at 11.20 on Saturday morning.

The German Government refuses to allow men belonging to Germany to take the Chinese ironclad, which was recently launched at Stettin, to China.

Mr. W. H. Gilder, the special correspondent of the *New York Herald*, was a passenger to Singapore by the Messageries mail steamer *Yangtsé*, *en route* to Tonquin.

The ironclad frigate *Bayard*, bearing the flag of Admiral Courbet, has arrived at Saigon. The *Triomphante*, *Atalante*, and *Château-Renard*, belonging to the Indo-China squadron under the Admiral's orders, have also arrived.

The Registrar-General's return of births and deaths for the quarter ending 30th June shows that among the British and foreign community there were 30 births and 42 deaths, viz., British and foreign 14, Portuguese 8, Indians 7, and non-residents 13. Among the Chinese there were 238 births and 1,116 deaths. The annual death rate per thousand was, for the whole population, 23.95; British and foreign community, 17.29; do. deducting non-residents, 14.05; Chinese 23.70.

The telegraph has reached Ningpo, and the line is expected to be opened in a few days.—*Mercury.*

We hear from Tonquin that the French forces at Namdinh, under Colonel Badans, made a sortie recently, which was completely successful, 1,000 of the enemy being killed, while the French loss was trifling. Another account places the Annamese loss at only 200.

It appears that our paragraph in Saturday's issue about the examination at the Hongkong Public School was not quite correct. Mr. J. B. Coughtrie was examiner of the drawings and kindly gave an extra prize, in addition to those given by the school.

The P. & O. Company are building four new steamers, two of them of 4,850 tons each, and with engines of 1,000 horse-power; the other two of 4,500 tons and 800 horse-power. The steamers will be ready next year. The two first are to be named the *Valetta* and *Massilia*.

General Halderman, the American Minister, says that to French enterprise, Siam is largely indebted for her first line of telegraph, and that to Commissaire-General Harmand, more than to any other foreigner is due the lion's share of individual honour.—*Siam Advertiser.*

H. M. S. *Vigilant* returned to Chefoo on the 17th inst. Judging from the position she has taken up in the centre of the coasting steamers' regular anchorage, one would think that she intends competing with the latter in the general carrying-trade.—*N. C. Daily News.*

From the Shanghai papers we learn that Si-yung, the detective who was taken into the native city, has been restored to the custody of the Municipal police and is now on his trial for murder in the settlement. He appears to have been cruelly used during the time of his detention in the city.

It is notified in the *Gazette* that Chinese emigrants cannot land at the Hawaiian Islands without the permission of the Government of that Kingdom; and the master of any vessel landing emigrants without having first obtained permission from the Governor, or from the Collector of the Port, is liable to a fine of $20 for each passenger so disembarked.

The *United Service Gazette* of the 16th ult. says:—"The Admiralty have decided to reinforce the British Squadron on the China station, and have ordered the *Rupert* to be fitted out and proceed with all convenient despatch to those waters, so as to bring the China Squadron nearer an equality with that of France, as far as protected ships are concerned."

The French ironclad frigate *La Victorieuse*, flagship of Admiral Meyer, the corvettes *Villars* and *Volta*, and the gunboat *Lutin* arrived here on Saturday morning from Halong Bay, Tonquin. The *Lutin* was towed in with broken cylinder cover. The *Victorieuse* saluted the port, and the salute was responded to from the shore battery.

The Imperial Chinese Telegraph Administration have made definite arrangements for their lines to be extended from Nanking to Hankow, touching at all the intermediate Yangtsze ports. T'so T'sung-tang has memorialized the Throne for Imperial sanction of the undertaking and the work will be commenced as soon as this is granted.—*Courier.*

The Shanghai *Mercury* is told that the notorious pirate chief that has of late given so much trouble has been brought into Ningpo in a Chinese gunboat, and landed amidst great excitement. Crowds of natives welcomed him. He has been pardoned, and created a mandarin. This is the usual way with the Chinese, when they can't conquer they become magnanimous!

The E. & A. S. S. Company's steamer *Tannadice* left Sydney on the 23rd July, and may be expected here on or about the 15th August. The same Company's steamer *Catterthun* arrived at Sydney from Foochow on the 27th July; having lost one blade of her propeller on the 9th idem. The *Killarney* arrived, from Foochow, at Melbourne on the 27th July. The *Menmuir* was expected at Sydney on Saturday, the 28th inst.

The *N. C. Daily News* has received information, from a trustworthy source, that the French Government has authorised the Government of Japan to send a certain number of Japanese officers to Tonquin in order to follow the French expedition in that country. Two of these officers left on the 15th inst. per French mail steamer. No political significance is to be attached to this step, which is intended solely to give some young military students an opportunity of seeing something of actual warfare.

General Trentinian, who acted as Administrator of Cochin China during the absence on leave of M. Le Myre de Vilers, says the *London and China Express* of the 22nd June, is mentioned as likely to have the chief command of the French troops in Tonquin, with the rank of General of Division. He will have under his orders General Bouet and Colonel Gutre. General Trentinian has the advantage of a thorough knowledge of the country in which he will operate.

With reference to the *Kolstrup*, a telegram dated Struys Bay, 21st May, states:—The *Kolstrup*, schooner, of Apenrade, Frahm, from Antwerp for Shanghai, with bar iron, cement, lucifers, and glassware (previously reported by telegram as wrecked on Dyer's Island), was making for Simon's Bay, with her crew mutinous, and when off the Cape, encountered violent weather and lost sails. On the night of 10th May the vessel struck on the reef inside Dyer's Island, and soon became a total wreck. She did not, however, entirely break up until the 15th, and meanwhile the crew had landed on the island. The *Volunteer*, schooner, which was there to load guano, brought them all round here. Of the cargo, very little will be saved. The lucifers are all worthless, and the few cases of glassware will not realise much.

A Swatow correspondent writes to the *Amoy Gazette* under date 23rd July:—Cholera is abating among the natives, and some of the villages or towns are quite clear of it. Last night the German barque *Marie* lost one man. It was only four days previous that the captain buried his wife and he himself had a struggle to get over it. In all six Europeans have succumbed to the destructive disease since its outbreak in port. What is a very strange and happy circumstance is that not a resident has been turned over to mother earth from it. Fruit I believe to have been the cause in some cases. One sad tale was brought to me. Could I help to recall three brothers who are now at sea. Their mother took ill and died first, then one after the other of the wives of those men. There are now neither mother nor wife left to welcome them on their return.

The *New York Herald* says that, in reply to a telegram to "Chinese" Gordon, who is now summering on the top of Mount Carmel, the following letter was received: Jerusalem, June 12, 1883.—Editor *New York Herald*—Dear Sir: In reply to your telegram I beg to say that the Chinese are sufficiently powerful to give France a good deal of trouble, for it is not with France as with Russia, for she could approach Peking by land. The approach by sea would be very much more difficult. The Chinese can place in the field a larger force than in 1860. If the Chinese were educated, they would be able to resist all the world. China has not signed the declaration of Paris in regard to privateers, and she will make full use of her rights. I have no doubt. I am sorry to give you so little information, but I have not the data herewith to enable me to say more.—GORDON.

The number of cases tried at the Police Court on Saturday was small, and they were of a trivial nature. A Chinese cook was fined half a dollar for that very common offence among Chinese—carrying a fowl in a cruel manner. The only charge of any importance was dismissed. This was a charge of stealing clothing against a Chinaman, and Mr. Wodehouse went into the case very minutely, the result being that, to say the least of it, there was a very strong suspicion that a lot of Chin-chew men had trumped up the whole case, and committed the most barefaced perjury for the purpose of getting the accused into gaol to satisfy their revengeful feelings. The defendant was a man, who, a few days before, had been beaten and thrown into the harbour by several men for going to demand a debt owing, whilst the prosecutor and his witnesses were the parties who adopted this original mode of discharging the liability. The tale was got up artfully enough, but as all such schemes will, it showed many grave weaknesses when carefully sifted, and at last, as we have said, had very much the look of a manufactured case, such as are now being continually exposed in the court. His Worship reprimanded the complainant and his witnesses very severely, but we believe no proceedings will be taken against them.

The following telegram was received by the Harbour Master from Manila on Saturday:—Another typhoon is raging to the East of Luzon; it is as yet impossible to give its direction, but will do so later on if it can be ascertained.

It is reported that the China Merchants' Steam Navigation Company have accepted the responsibility of the collision of the *Hingshing* with the *Catherine Marden* and have paid all the loss incurred by the latter vessel.—*N. C. Daily News.*

We are now in possession of some further details with regard to the steamer *Scotia*, which we recently reported as having arrived at Nagasaki with the new telegraph cable to duplicate the Great Northern Telegraph Company's existing line between Nagasaki and Vladivostok. The cable on board, of which there are about 1,200 miles, was manufactured by the Telegraph Construction and Maintenance Company of London, to which the *Scotia* belongs, and is covered with an outer sheathing of homogeneous steel strand wire with a breaking strain of eight tons. The electricians and officers and crew of the *Scotia* number all told 150, and the expedition is under the charge of Mr. London, of the Telegraph Construction and Maintenance Company and the work of laying the cable will be commenced immediately, if indeed, a start has not already been made. We wish complete success to the undertaking.—*Japan Mail.*

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 27th July, 1883.

CETEWAYO DEAD.

The report of Cetewayo's death is confirmed.

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at 4 o'clock p.m. to-morrow:—

In accordance with Section 53 of the Articles of Association, the directors have now to submit to you their half-yearly report with statement of accounts for the six months ending 30th June, 1883.

HOTEL BUILDING.

The repairs referred to in the last report have been carried out at a cost of $583.46. The directors are assured by the surveyors that the building is now in a thoroughly satisfactory condition.

LEASE.

Negotiations respecting the new lease are still pending.

PROFIT AND LOSS ACCOUNT.

After deducting such *pro rata* proportion of Fire insurance, taxes, allowance of rent, repairs, &c., as is chargeable on the period under review, this account shows a balance of $7,989.72, of which amount the directors, with the concurrence of the shareholders, propose to distribute a dividend of $3 per share, thus absorbing a sum of $6,000, and to write the balance $1,989.72 off "Hotel and Furniture" account.

DIRECTORS.

According to section 82 of the Articles of Association, two of the Directors, Messrs. W. H. Hughes and H. G. James, retire from the board, but are eligible for re-election.

AUDITORS.

The accounts have been audited by Messrs. J. H. Cox and W. de St. Croix, who offer themselves for re-election.

H. G. JAMES, Chairman.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

The second ordinary general meeting of the shareholders of this company was held on the 21st June at St. Michael's Hall, George-yard, Lombard-street, W. Keswick, Esq., in the chair.

The SECRETARY (Mr. A Cheyne) read the notice convening the meeting, and the report and accounts were taken as read.

The following is the report:—

The Board of Directors have now to submit their report on the first year's operations of the Company, comprising a period of eleven months, the business having been taken over on the 1st February, 1882.

The entire amount of capital offered to the public has been fairly, though not completely, taken up, the subscriptions amounting to 49,589 shares out of 60,000 offered. On these the full amount of £10 per share has now been paid up, which has provided a sufficiency of capital for the purchase of the business and fleet of steamships, as also for the building of additional vessels to the extent necessary to meet all present requirements.

If the remaining 10,411 shares had been subscribed for, the Board would have been in a position to order two new steamers for the Calcutta and Hongkong line, as originally contemplated; but this service is being so satisfactorily performed by the two chartered vessels now employed on moderate terms, that the matter is not a pressing one, and may be left over for future consideration. Moreover, two of the vessels now building for the coasting trade are of a class which would be well adapted for taking their place on the Calcutta line should this be considered advisable.

A list of the Company's fleet, as it stood on the 31st December, 1882, is annexed hereto. In the course of the year, on the advice of the General Managers in China, the directors decided upon selling the steamer *Appin*, which was represented as being rather too small for the coasting trade, and this was effected on fair terms.

The Board regret having to announce the loss of the steamer *Europe*, on the coast of China, on 5th September. The usual investigation was held, which exonerated the Captain and officers, the vessel having struck on a sunken rock not laid down on the chart. The amount payable under her policies of insurance has been duly recovered. With this exception the casualties have been of but little importance, and all the lines served by the Company have been kept up in a state of efficiency throughout the year.

The directors have effected a favourable purchase of the steamer *Kwongsang*, formerly the *Valencia*, for the Shanghai and southern line, and she has been doing her work very well. The new steamer *Kowsing*, built by the Barrow Shipbuilding Co., has just been dispatched to China to take her place on the Tientsin and Shanghai line, where it is anticipated that her high speed and superior accommodation will promptly establish her as a favourite vessel with passengers. Two other steamers for the coast lines between Shanghai and the Canton River are now being built at Aberdeen and Glasgow. The former of these should be ready for sea towards the end of July, and the latter in October.

The General Managers in China have been authorised to contract for a new vessel for the Yangtsze line, to be built in Shanghai, and completed in the course of next year. The three steamers now worked on that line were also built in Shanghai, and have proved economical and efficient boats. They are, however, insufficient to enable this Company to take its just proportion of the traffic served by the various lines of steamers on the river; and when this new vessel commences to run, probably all will have been done that is required at present for the accommodation of the trade.

In presenting the Revenue Account for the year it is a matter of much regret to the Board that the working of the steamers should show so little profit; and after debiting the account with £12,000, or 5.72½ per cent. per annum, for depreciation of steamers and hulks, a loss is left of £8,570.0s.7d., which of course precludes any declaration of dividend. This unfortunate result has been due to various causes. Trade in China has been seriously depressed throughout the year owing in a great measure to the prevalence of monetary difficulties among the natives, and all shipping interests have suffered in consequence. The steamers *Fooksang* and *Posang* were not ready to take their place on the China lines for some time after the commencement of the Company's operations, and the *Kwongsang*, which was purchased in June and fitted with the necessary additions to adapt her to her future employment, was still later in beginning to run. The Company has also had to sustain, on some of the coasting lines, a strenuous opposition from competing steamers, which served to lower freights to very unremunerative rates. On this subject the General Managers in China remark:—

"The period from February to December, 1882, has probably been one of the most unfavourable experienced in the history of China coast freighting business. Excessive competition, excited by the remunerative rates which steam shipping for the most part enjoyed during the two preceding years, tended to bring down the quotations for freights on most of the lines occupied by the Company's boats to an almost nominal range, while the financial crisis which occurred in this colony and prevailed to a greater or less extent at the Treaty Ports of China during the spring and summer of 1882, injuriously affected the ordinary current of coast traffic."

The attention of the Board has been constantly directed to remedying this state of things, and they are glad to intimate that agreements have been concluded in China by which it is hoped that more remunerative results will be obtained in future.

The long credit which keen competition for freight had caused to be granted to native shippers in China for the payment of their freight accounts has been a source of considerable loss to the Company, not in the way of bad debts, but through loss of interest, as requiring a disproportionate amount of capital to be held in reserve for this purpose. So long, however, as other Companies adhere to the practice, this Company must do likewise; but the Directors have repeatedly urged upon the General Managers in China the importance of coming to an understanding upon this subject, and already they are able to report some curtailing of the facilities formerly enjoyed.

The General Managers report as follows on the Company's various lines:—

STRAITS AND CALCUTTA LINE.

The chartered steamers *Moray* and *Lennox* have performed their work satisfactorily; and in addition to those boats the *Coniston*, chartered on joint account with Messrs. Apcar & Co. of Calcutta, has been running for three months in order to supply the extra demand for tonnage during the winter months.

CANTON AND SHANGHAI LINE.

Competition on this line has reduced freights to a very losing range. The *Fooksang* and *Posang*, now running upon it (but especially the former), have proved themselves to be suitable boats, although somewhat too deep in draft. This line is a necessary feeder to the Yangtsze and Northern boats.

SWATOW, SHANGHAI AND NEWCHWANG LINE.

On this line also there is too great competition, and rates have not been remunerative. The *Sesto* and *Kwongsang* are well suited to the trade.

FOOCHOW AND SHANGHAI LINE.

The steamer *Europe* filled this line until her loss, since when her place has been taken by either the *Pechili* or *Sin Nanning*. Trade has been slack throughout the year.

YANGTSZE LINE.

The Company's boats *Kungwo*, *Fuhwo* and *Taiwo* have been working satisfactorily, and earning their fair share of freights.

TIENTSIN AND NORTHERN LINE.

The Company's steamers engaged on this line have been the *Taku*, *Appin*, *Sin Nanning*, *El Dorado* and *Pechili*, with occasional diversions of one or more of these boats on special service to Wladivostock and Nagasaki. The new boat now building at Barrow we have every reason to believe will prove an important addition to the Company's fleet on this line. Under the arrangement made with the competing companies we may confidently anticipate a greatly improved result to the working of the line during the current year.

The Company's steamships are all in firstclass order, and none requiring at any early date extraordinary repairs, with the exception of the *Pechili*, which will probably need new boilers at the end of this year.

Captain Bolton, who occupied the position of Marine Superintendent for the Company at Shanghai, having resigned his post on going to Europe, Captain Drage, late in command of the steamer *Sin Nanning*, has been appointed to succeed him. Mr. Buchanan continues to act as Superintending Marine Engineer.

W. KESWICK, Chairman.

London, 9th June, 1883.

The CHAIRMAN said—Gentlemen, the report in your hands informs you fully of the working of the company for the period ending on the 31st December last, and I regret that the accounts prove so disappointing, and so different in result from what the board, and especially I myself, confidently expected. The first few months of the year gave promise of good earnings, the receipts on all the lines being satisfactory; and anticipating full employment, the general managers chartered several steamers for the coast trade, as had been done with good effect by them in previous years for the interests they then represented, but unfortunately a monetary crisis amongst the natives in South China which extended to the ports, seriously curtailed business, and this, combined with unprecedentedly keen competition for the reduced freights offering, caused the charters to result in positive loss. You will observe that the General Managers lay special stress upon this untoward condition of financial affairs and keen competition as affecting the Company's receipts, and I should mention also that floods in South and Central China, and drought in the Northern provinces greatly hindered the movement of cargo and injuriously affected the returns of the year. I call your attention to these facts in order to ask you not to be discouraged by the outturn of the first year of the Company's working, and to state that the outlook is now better. Agreements, in a great measure the outcome of the ruinous competition that has existed, have been entered into by the leading companies, and, except on the Shanghai and Canton line your steamers are now running profitably. This Shanghai-Canton line is necessary as a feeder to other sections, and has to be occupied in order to maintain a through service. Traffic upon this line—both cargo and passengers—as upon the coast generally, is increasing, and though competition is meanwhile so keen as to preclude profitable working between Shanghai and Canton, I am not without hope of soon seeing the scale turn and remunerative rates established. The general requirements of the coast trade in China are such as cannot be successfully met by ordinary or casual steamers, and although these will, of course, occasionally harass and interfere with established lines, I believe the well-known regular service boats efficiently maintained, and in all respects meeting the wants of native passengers and shippers, will in time almost exclusively command support and prove profitable. It is desirable that established lines should in all cases work together for mutual advantage, and the Board will not fail to direct their efforts to fix and support remunerative rates in connection with other companies whenever opportunity occurs. The Calcutta line is working satisfactorily. There is disappointing delay at Aberdeen connected with the boat building there, and our two new steamers will hardly now reach the East in time to be of much service this year; but when these additions to the fleet are at work, and the new river steamer for the Yangtsze is built, the requirements of the Company will, it is thought, be for some time sufficiently met. You will observe in the accounts that the Board have written off the property of the company £12,000 for depreciation. It was deemed right to do this although the value of the steamers is low, and two of them are quite new boats, and to carry forward the debit balance thereby occasioned as a first charge upon the net profits of this year. You will notice, too, that the entire preliminary expenses have been written off. The goodwill we have not been in a position to touch; but it must of course in time, when the revenue account admits of it, be extinguished by a sinking fund. The entry is in accordance with the prospectus of the company, and arises from the premium at which the property acquired had long stood. The general managers, not wishing to retain the whole commission earned by them in a year showing no profit, and the first of the company's existence, have made a return, you will observe, of a substantial sum. I have only now, gentlemen, to propose that the report and accounts as submitted be adopted and passed, and to state that I shall be happy to answer as far as I can do so any questions that you may wish to ask on the affairs of the company.

Mr. STEEL seconded the motion.

Mr. G. S. ANDERSON supported the proposition, and expressed his confidence in the future of the undertaking.

In reply to Mr. POOK,

The CHAIRMAN said it was not usual at steamship meetings to make public the gross receipts, and the rates at which they had been earned, but such information would be given privately to any shareholder who called at the offices of the Company. The resolution was then put and carried unanimously.

The meeting was then made special, when a resolution was proposed by the CHAIRMAN and carried unanimously, having for its object the alteration of clause 26 of the articles of association, relating to the transfer of shares, in order to comply with the requirements of the committee of the Stock Exchange, in the event of a quotation being applied for.

On the motion of Mr. AGIUS, seconded by Mr. ANDERSON, a hearty vote of thanks was accorded to the Chairman for his courtesy and able conduct in presiding, and the Chairman having briefly acknowledged the compliment, the proceedings terminated.—*Investor's Guardian.*

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

BULL BAITING IN SPAIN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I would ask you to allow me space for a few words in reply to a complaint published in the *Diario de Manila* of 22nd inst. from Mr. Gaspar relative to the publication of the translation of his article on the above subject which appeared in the *Daily Press* of the 25th June.

I have always laboured under the impression, although it may be a delusion, that newspaper articles were public property and could be translated and reproduced *ad libitum* provided that an acknowledgment of the source from whence they were obtained was duly made at the time of reproducing same; but Mr. Gaspar seems to be of a different opinion and objects to see his articles reproduced without his consent.

It appears to me, however, that it is not so much the mere fact of reproduction that has wounded the delicate susceptibility of Mr. Gaspar as the way in which the task was executed. That gentleman is one of the best Spanish writers of the day and it would have been idle in me to attempt to convey, in an off-hand translation, any idea of the beautiful language in which a very coarse and brutal spectacle was described. My object was to let the outside world know what a refined Spaniard thought of the so-called national pastime of Spain and in doing so it never struck me that I might be called to account for omitting to give an adequate idea of the artistic beauty of the original narrative as a literary composition. I must confess that it would have been beyond my powers to do so, and if I am correct in supposing that this is the *primum mobile* of the contrariety of which the distinguished writer complains I would express my regret for having so unwittingly offended.—I am, dear Sir, yours faithfully, THE TRANSLATOR.

Manila, 23rd July, 1883.

SHANGHAI.

The Shanghai Waterworks Company will begin supplying water on the first of next month.

We notice that the electric lighting of the settlements has improved considerably since we last referred to the subject. The light still flickers, but not so much as formerly. We found that there was sufficient brilliancy last night from the Hankow Road Bund light to enable us to decipher the contents of a letter when standing near Szechuen Road.—*N. C. Daily News.*

A young man named Crosby, formerly in the Customs, and who had joined the American barque *H. D. Dudley*, died on board ship on the 21st inst., from cholera. An able seaman named Daly, belonging to the American ship *Syren*, died in Hospital on the 22nd from cholera. John McKenna, formerly chief mate of the *Obed Baxter*, who was only a few days ago sentenced to one year's imprisonment for manslaughter, was taken ill at 2 a.m. on the 21st, and was released from the U. S. jail and sent to the General Hospital about 5.30 a.m. on the 22nd, where he died at 3 p.m.—*Courier.*

The "Fungshun" v "Taku."—It will be remembered by most of our readers that these two vessels collided in the Peiho some time since. This case was settled last week by arbitration, and the arbitrators decided wholly in favour of the *Fungshun*. We hear that the damages to the *Fungshun* amounted to Tls. 4,750 and the damages to the *Taku* Tls. 3,000.

The community, as a body, have certainly taken a great interest in the Si-yung case. They have all condemned Mr. Scott's action in the matter, and are exceedingly pleased with the steps that Judge Denny and Mr. Haas have taken in the affair. Mr. Denny is about the best man we could have as Senior Consul, especially in affairs like this. He is kind and gentle in his manner with the Chinese, yet he is firm, and the Chinese see at once they must not try to impose upon him. Mr. Haas is about the best Assessor there ever was in the Mixed Court, and all foreigners prefer to have their cases settled before him. He will see that justice is done, and will not allow the Chinese magistrate to come with any of his hanky-panky tricks, or he will know the reason why. It is evident he is not "beating up" for a red umbrella or trying in any way to curry favour with the Chinese. The whole community are very pleased with the firm way he took this difficult case in hand, and we hope the British Assessor will follow his example in the future. Crowds of Chinese or their officials did not have any impression on Mr. Haas. Last Saturday night a number of people marched along the streets singing songs, and about midnight they aroused Mr. Haas from his slumbers, singing in the Consulate compound calling for him to come down. When he came down they gave him three hearty cheers, complimented him on the steps he had taken in the detective's case, and wished him a long and happy life; to this Mr. Haas gave a suitable reply. The party then started off for the residence of Judge Denny, the United States Consul General, and sang "Hail Columbia."—*Mercury.*

KIUKIANG.

21st July.

It is not often we have any news of public interest at this port. Last midnight there was a fire in the principal street of the suburb. As luck would have it there was little wind, otherwise the damage done would certainly have been much greater than it was. Nine good sized stores and houses were burned down, three large clothes stores being among the number. The owner of one of these lost his son. Efforts were made to get the boy out of the fire, but he became confused in the excitement, and was overcome by the smoke. He was burnt nearly to a cinder, only the trunk of the body remaining when it was discovered, the arms and legs having been burnt off. The body was left exposed for some hours, and large crowds went to see it. In the afternoon one of the burnt-out houses suddenly fell, and about twenty persons are said to have been injured, some rather severely. When the wall fell, they were searching among the ruins for cash or anything else they could find.

There is a good deal of sickness here just now among the natives, and the Taotai has posted up a proclamation forbidding the eating of unripe fruit.

The water of the Yangtsze is nearly level with the bund. The register stands at 40 feet 5 inches.—*Courier* Correspondent.

ICHANG.

13th July.

We have had stirring times here lately. On the night of the 8th instant there was a very heavy rain storm, the rain gauge showing 6½ inches for 12 hours. The river rose 88 inches from 8 a.m. of the 8th to 8 a.m. on the 9th, and in the next twenty-four hours 52 inches. The water-mark registered 46 feet 3 inches, which is the highest point gained since Ichang has been opened to foreign trade. The river, which has increased its ordinary limits more than fourfold, has submerged the low-lying country to a depth of several feet, and farmers have consequently been reduced to the greatest distress. Were loss of crops the only damage sustained there would be more than enough cause for regret, but unfortunately the consequences of the flood have been more serious. It is currently reported that no less than 500 lives have been lost, about 15 miles below Ichang, through the terribly sudden rise of the river.

At San-yu-tung, near the entrance of Ichang Gorge, some curious effects of the flood are to be seen. Here, there, and everywhere are a series of eddying circles—whirlpools in fact—whose vortices are in many instances more than six feet beneath the encircling currents. Many of them seethe and froth like huge boiling cauldrons and cast up various coloured earths, amongst which a dull red predominates, traceable to the red river below Chunking. Navigation is precarious work amongst these miniature maelstroms and boatmen take good care to give them a wide berth, well knowing that if their frail craft should come within only their outer circles they would soon be drawn with terrible force into the yawning vortex from which escape would be impossible. Judging from the force with which water issues from the gorge, the current must run at the rate of at least 9 knots an hour. The steamer *Kiangtung* when sighted in Tiger's Teeth Gorges, was making very slow progress and tacking from side to side, to avoid the stream as much as possible.

The condition of the river is exciting grave fears, and questions are anxiously asked as to its probable decline, but few are sanguine enough to anticipate a speedy change, much as they may hope for it. Scores of families are hiring boats as temporary homes. From the 11th to the 13th instant the river fell 10 feet, and there was a great rush of water to join the water from Tungting and Poyang Lakes, which will no doubt give the lower river its benefit.

Mr. F. A. Morgan leaves to-morrow on a well earned leave of absence, his place being taken by Mr. Chalmers, late of Hankow.

Sickness and mortality are still rampant. Cholera is on the decline but unfortunately its place is being taken by something equally as bad, if not worse, in the shape of a fever, swift in its progress and terribly fatal in its results, death intervening, if speedy precaution be not taken, with alarming rapidity. Not to horrify your readers with loathsome details, I may say that many of the symptoms lead one to suppose that it is the "black sickness" which we read of in more than one epoch of English history.—*Courier* Correspondent.

TIENTSIN.

14th July.

To-morrow is the birthday of His Excellency Chang Shu-shêng, and all the local mandarins will flock to offer the usual congratulations at the Ta Ma Miao, where he holds his Court. The Chinese attribute some displeasure to Li Hung-chang because on his arrival here the reception-shed suitable to his rank had not been erected on the Bund, so that for the first time His Excellency landed in as unassuming a manner as any private passenger. He was received only by a few officials whose duty compelled them to be there, and by his own military band.

It is said that the Treasury Department, which furnished General Wu Chang-ching's troops with money in Korea, has been withdrawn from Chefoo, and the troops will return immediately to China. The Chinese are waiting with great anxiety to hear whether Her Majesty is favourable to the recommendation, by Li, of General Liu Ming-chuan to the command of the Southern Provinces, and nothing I believe is known for certain on the subject. Li seems to be still a good deal depressed, and this is attributed partly to the failure of his negotiations at Shanghai and partly to the failure of Admiral Ting's mission to Tsêng Kuo-ch'üan at Canton. Tsêng, it seems, refused to contribute as much to war-expenses as he was expected to do, and plainly said that Tls. 2,000,000 was the utmost he could furnish. Li has therefore been foiled in everything he undertook. No warlike preparations appear to be going on. Councils at Peking are divided,—indeed distracted. The high officials are blaming each other all round, and the Government feels that its only hope now rests in the good offices of England, Russia, or the United States.

You will have already heard by telegraph of the great changes in officialdom which are taking place. Li resumes the Viceroyalty of Chihli, and Chang that of the Liang Kiang. Tsêng Kuo-ch'üan is to be moved to the Min-chê Provinces, the present Viceroy, Ho Ching, being transferred to the Hu Kuang. Tso Tsung-tang is summoned to the Capital, and P'êng Yülin is spoken of as his successor at Nanking.

A cricket club has been inaugurated with considerable success at this port and on Saturday last a match was played between the Consular and Customs Services, and the Rest of the Community, the result being a draw in favour of the Services. Messrs. Davies, Holland, and Robinson batted well for their respective sides; Messrs. Forbes and Fittock being the most successful bowlers.—*N. C. Daily News.*

THE AMERICAN MAIL.

The O. & O. steamer *Arabic*, Captain Pearne, with the American mail of the 28th June, arrived here on Saturday morning. We take the following items from our San Francisco files:—

UNITED STATES.

THE GARFIELD MONUMENT.

CHICAGO, 27th June.

A special to the *Times* says:—The Garfield monument Committee yesterday selected a site in Lakeview Cemetery, in Cleveland, overlooking the country for miles. The funds in hand are $130,000.

STRIKE AMONG CHINESE SHOEMAKERS.

SAN FRANCISCO, 27th June.

The strike of Chinese shoemakers is gradually spreading throughout the manufactories of boots, shoes and slippers, and promises soon to become general. Yesterday the employés of Hop Kee and Yon Ki, on Clay near Davis-street, 500 in number, went out on a strike for a raise from $1.15 a day and board to $1.40 a day. There are about 2,000 Chinese working on shoes and boots in the city, of whom fully 1,000 are now on a strike. There is no prospect of the difficulties between employé and boss being settled for some time.

CANADA.

MASONIC PENALTIES.

MONTREAL, 27th June.

The opinion of ex-Judge Badgley of the Superior Court, just issued, says that the Grand Lodge of Freemasons of the Province of Quebec is subject to the penalties imposed in 1883 against secret societies. Those only are exempt which are under the Grand Lodges of England, Ireland, Scotland, or Canada, the four named having got a special Act passed granting them immunity from the penalties. The Grand Lodge of Quebec proposes taking the matter into the Courts.

CANADA'S RIGHT TO MAKE TREATIES.

CHICAGO, 27th June.

A special from Montreal says:—In an interview with Sir Alexander Galt, ex-High Commissioner to London, who has just returned with the intention of entering the Dominion Cabinet, he said: "The right of Canada to make her own commercial treaties has been practically conceded by England. The *modus operandi* was that a representative of Canada should be associated with the British Minister, and that the proposed terms should be submitted for approval by the British Government. He thought the Governor-General would be always appointed by the British Government. The independence question was not only a dead issue," he remarked, "but in fact had never had life. The relations between Great Britain and the colonies are being drawn closer than ever."

SOUTH AMERICA.

HOW A BOLIVIAN EDITOR WAS TREATED.

NEW YORK, 25th June.

Advices from Panama state that the Bolivian President has punished Trizos, editor of *La Patria*, who wrote articles on behalf of peace. Trizos was seized by police, had his ears bored, and was then dressed in a suit of coarse cloth, worn by Indians.

CHILI AND PERU.

WASHINGTON, 26th June.

Señor Elmore, the Peruvian Minister here, in an interview, said he had information confirming the press dispatches that the treaty between Chili and Peru had not yet been signed. Being asked what, in his opinion, was Chili's motive in trying to establish Iglesias, the Peruvian Minister replied: "The Government of Chili does not want to make peace. It only seeks a pretext for continuing the occupation of Peru. The meaning of its act in setting up Iglesias is to create anarchy in Peru, to set the Peruvians to fighting among themselves, and so justify its occupation of Peruvian territory. Chili is seeking to make arrangements with Brazil and the Argentine Republic which will prevent these two Governments from giving her any trouble on account of her conquest, and with this object is holding out to them inducements to become interested."

Elmore further said that Secretary Frelinghuysen some time ago submitted to him a proposition for peace between the two countries, which he (Elmore) thought would be acceptable to Peru, but of course Chili, which has recognized Calderon, has refused to accede to the wishes of the United States. "I think," said Elmore, "that the good offices of the United States will finally be successful. Another thing, public opinion in Chili is, according to late information I have received, changing and is setting against the outrageous policy of Chili in its Government. This information came by the last mail. Public opinion may force the Government to offer more reasonable terms to Peru. In the meantime the Peruvians continue firm in their recognition of the Calderon and Montero Government and the Bolivians stand firmly with them."

EUROPE.

A FIERCE AFFRAY.

DUBLIN, 25th June.

An affray occurred at Curragh last evening between a party of North Mayo and Dublin militia men. It originated in a gambling dispute, during which the Mayo men called the Dublin men "Careys" and "Invincibles." The fight lasted over an hour, each side using stones and firearms freely. The conflict was only quelled by officers threatening to fire upon the men. During the melee five men were killed. One of the killed was a sergeant.

The latest report is that seventeen men were wounded, but no one was killed.

THE QUEEN'S HEALTH IMPROVING.

LONDON, 25th June.

The Queen's condition greatly improved. She walked from the train to her carriage on her arrival at Windsor from Balmoral. The Queen has invited the painter Angel to England to take a life-sized portrait, which she will present to the Emperor William on the 25th anniversary of his assumption of the Regency of Prussia.

A SPORTING MATTER.

LONDON, 27th June.

Sporting society has been greatly scandalised ever since Peck won the Orange Cup at Ascot. It is said Peck felt so sorry to learn the Prince of Wales had lost heavily by betting against the winner that he tried to make amends for his own good luck by compensating His Royal Highness for his heavy losses, in presenting the Prince with the very valuable cup as a gift. To make matters worse, it was alleged that the Prince of Wales accepted the cup and had it sent home. The story became the talk of the town, and it became a necessity for the Prince's friends to make some explanations. The facts came out to-day, and it has been given out that although his Royal Highness does at present possess the cup won on the turf by another man, he did not obtain it as a gift, but paid for it with £600 hard cash. This explanation has made matters much worse, and there is some talk of having both Peck and the Prince disciplined according to turf ethics for dealing in prizes. The Prince's friend claim it was first offered to him as a gift, and that he indignantly declined it, but that finding Peck was bent on securing some royal recognition in exchange for the prize, accepted it finally for the purpose of preventing it reaching a market, and subsequently sent Peck a check for the £600. The fact that Peck got the check cashed, is positive proof that the Prince of Wales properly measured the winner of the cup.

MISCELLANEOUS ITEMS.

LONDON, 27th June.

In the Commons to-day, Joseph Corvin, Radical, gave notice that he would submit the question whether it was true that Irish paupers had been sent to America with the knowledge and consent of the Government.

DUBLIN, 27th June.

The Chairman of the Loughrea Union declares he never knew the outdoor relief list to be so high as now, and this necessitated an increase of the relieving staff.

ST. PETERSBURG, 27th June.

An Austrian staff officer has been arrested near Warsaw. He had in his possession strategic plans of the River Bug.

CONSTANTINOPLE, 27th June.

Negotiations between the Porte and the German and American Ministers in regard to a treaty of commerce with their Governments, are continued. It is hoped in official circles that the results will be favourable to Turkey.

ALEXANDRIA, 27th June.

The trial of Said Bey Khandeel, late Prefect of Alexandria, for complicity in the massacres here last year, was begun to-day. The prisoner pleaded not guilty. The prosecution declared that cipher telegrams had been discovered showing that Said Bey Khandeel had organised the massacres and that he was the agent of Arabi Pasha.

DUBLIN, 27th June.

Parnell, in a speech at Monaghan, in the interest of Healey's candidacy for the Commons, said his party intended to endeavour to amend the Land Act so as to make the reduced rents date from the time of application therefor to the Court, to provide that tenants shall be allowed pay for improvements made within 30 or 40 years, and so that leaseholders shall be admitted to the benefit of the Act.

LONDON, 27th June.

In the trial at Nyuyochyhaza to-day Police Commissary Bariza of Debreczin, deposed that Moritz Scharf had confessed to him that he had seen nothing; that he had made the statement that he saw a girl murdered in the synagogue because he would be imprisoned for life. Bariza repelled the innuendo of the President that he had been bribed. Moritz was again confronted by his father and mother to-day. The boy adhered to his former statement, but he used terms which showed that he still feared imprisonment.

COMMERCIAL INTELLIGENCE.

SATURDAY, 28th July.

EXCHANGE.

ON LONDON.—
- Bank Bills, on demand 3/7½
- Bank Bills, at 30 days' sight ..3/7¾
- Bank Bills, at 4 months' sight 3/8
- Credits, at 4 months' sight ...3/8¼
- Documentary Bills, at 4 months' sight 3/8¼

ON PARIS.—
- Bank Bills, on demand 4.56
- Credits, at 4 months' sight.......4.65

ON BOMBAY.—Bank, 3 days' sight 223

ON CALCUTTA.—Bank, 3 days' sight 223

ON SHANGHAI.—
- Bank, sight 72½
- Private, 30 days' sight...........73½

SHARES.

Hongkong and Shanghai Bank Shares—164 per cent. premium.

Hongkong and Shanghai Bank Shares—New Issue—162 per cent. premium.

Union Insurance Society of Canton, Limited—$650 per share.

China Traders' Insurance Company's Shares—$2,700 per share.

North China Insurance—Tls. 1,600 per share.

Yangtsze Insurance Association—Tls. 1,055 per share ex dividend.

Chinese Insurance Company, Limited—$230 per share ex dividend.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$120 per share.

Hongkong Fire Insurance Company's Shares—$350 per share.

China Fire Insurance Company's Shares—$382½ per share.

Hongkong and Whampoa Dock Company's Shares—62 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$52 premium.

Indo-China Steam Navigation Co.'s Shares—15 per cent. discount.

China and Manila Steamship Company, Limited, —20 per cent. premium.

Hongkong Gas Company's Shares—$92 per share.

Hongkong Hotel Company's Shares—$175 per share.

China Sugar Refining Company, Limited—$176 per share.

China Sugar Refining Company, Limited—New Issue—$168 per share.

China Sugar Refining Company (Debentures)—2 per cent. premium.

Luzon Sugar Refining Company, Limited—$86 per share.

Hongkong Ice Company's Shares—$163 per share.

Hongkong and China Bakery Company, Limited —$82 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—1 per cent. prem.

HONGKONG TIDE-TABLE.

30TH JULY TO 5TH AUGUST, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.			High Water. Height.		Low Water. Hongkong Mean Time.			Low Water. Height.	
			h	m	ft.	in.		h	m	ft.	in.
M.	30	m	5	18	4	8		0	53 a	—0	8
			7	47 a	1	9		11	18 a	1	3
Tu.	31	m	6	19	4	10		1	50 a	—1	1
			8	31 a	1	11					
W.	1	m	7	9	4	2	m	0	18	1	3
			9	10 a	5	9		2	22 a	—1	5
Th.	2	m	7	51	5	4	m	1	10	1	0
			9	45 a	8	4		3	10 a	—1	7
F.	3	m	8	37	6	4	m	9	9	0	10
			10	15 a	9	6		3	45 a	—1	6
Sat.	4	m	9	18	6	8	m	1	50	0	7
			10	43 a	9	9		4	17 a	—1	4
S.	5	m	9	56	4	11	m	3	37	0	6
			11	9 a	9	11		4	48 a	—1	2

The height of mean sea-level has been determined at 7.596 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)

July 28th.

Barometer—9 A.M.	29.838
Barometer—1 P.M.	29.790
Barometer—4 P.M.	29.735
Thermometer—9 A.M.	84
Thermometer—1 P.M.	84
Thermometer—4 P.M.	85
Thermometer—9 A.M. (Wet bulb)	80
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	80
Thermometer—Maximum	86
Thermometer—Minimum (over night)	80

CHINA COAST METEOROLOGICAL REGISTER.

July 28th.

BAROMETER, THERMOMETER.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. On date at 10 A.M.	Manila. On date at 4 P.M.
Barometer	29.80	29.85	—	—	—	—	—	—
Thermometer attached	88.0	88.1	—	—	—	—	—	—
Direction of Wind	[illegible]	[illegible]	—	—	—	—	—	—
Force	3	3	—	—	—	—	—	—
Dry Thermometer	87.0	85.0	—	—	—	—	—	—
Wet Thermometer	80.5	79.0	—	—	—	—	—	—
Weather	b.c.	b.c.	—	—	—	—	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds. THERMOMETER, in Fahrenheit degrees and tenths, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzle. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (once we registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

THE MANCHESTER UNDERWRITERS' ASSOCIATION LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World at Current Rates allowing an immediate cash discount of 25 %.

HOLLIDAY, WISE & Co.

Hongkong, 14th July, 1883. [1343

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [60

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [18

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %, nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [692

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LEUNG ON, Esq., President.

SAN HUP, Esq. | YOW CHONG PENG, Esq.

CHAN LI CHOK, Esq. | Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West.

Hongkong, 14th March, 1881. [527

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1680

FORTUNA ALLGEMEINE VERSICHERUNGS-ACTIEN—GESELLSCHAFT, BERLIN.

CAPITAL PAID-UP ....Mk. 1,500,000.

RESERVE FUNDS..................Mk. 780,000.

ANNUAL INCOME....................18,774 %.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1824

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [15

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [14

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 28th July, 1872. [13

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq. | CHANG SU HO, Esq.

CHING TO CHAI, Esq. | YIP YU TIN, Esq.

and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882. [1102

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

- On First-class European Tenements .... at ½ %, Net per Annum.
- On First-class Godowns, & Merchandise stored therein .... at ½ %, Net per Annum.
- On Coals .... at 1 %, Net per Annum.
- On Petroleum in licensed Godowns ...... at 1½ %, Net per Annum.
- On First-class Chinese Tenements .... at 2 %, Net per Annum.
- On Second-class Chinese Tenements .... at 2½ %, Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [11

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Deucalion (str.)	Purdy		Butterfield & Swire	On or about 4th Aug.
LONDON, via SUEZ CANAL	Glaucus (str.)	Jackson		Butterfield & Swire	Quick despatch.
LONDON, &c., via SUEZ CANAL	Khedive (str.)	W. A. Seaton		P. & O. S. N. Co.	On 2nd Aug., at 4 P.M.
MARSEILLES, via SAIGON, &c.	Golconde (str.)	Andrac		Adamson, Bell & Co.	On or about 20th Aug.
HAVRE, &c., via SUEZ CANAL	Feronia (str.)	F. Nagel		Siemssen & Co.	Quick despatch.
NEW YORK	G. C. Trufant	Thomas	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	McLaurin	Little	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Adolph Obrig	Staples	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Arabic (str.)			O. & O. S. S. Co.	On 8th Aug., at 3 P.M.
HONOLULU	Friedrich	Ulderup	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
SYDNEY AND MELBOURNE	Changchow (str.)	Whittle		Butterfield & Swire	On or about 31st inst.
SYDNEY, MELBOURNE, &c.	Venice (str.)	Drake	Hongkong	Geo. R. Stevens & Co.	On 4th Aug., at 5 P.M.
SYDNEY, MELBOURNE, &c.	Feilung (str.)	Allison		Gibb, Livingston & Co.	On 7th Aug., at 4 P.M.
PORT ELIZABETH, &c.	Anerley (str.)	Strachan		Douglas Lapraik & Co.	Quick despatch.
BOMBAY, via STRAITS	Geelong (str.)			P. & O. S. N. Co.	On 9th Aug., at 4 P.M.
KUDAT AND SANDAKAN	Thales (str.)	Pocock		Douglas Lapraik & Co.	On 4th Aug., at 4 P.M.
YOKOHAMA, via NAGASAKI, &c.	Kashgar (str.)			P. & O. S. N. Co.	On 4th Aug., at Noon.
YOKOHAMA AND HIOGO	Bengloe (str.)	Webster		Gibb, Livingston & Co.	To-morrow, Daylight.
NAGASAKI, KOBE, &c.	Takachiho-Maru			M. B. M. S. S. Co.	On or about 6th Aug.
SHANGHAI	Posang (str.)	Irvine	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
SHANGHAI	Ravenna (str.)			P. & O. S. N. Co	Quick despatch.
SHANGHAI	Claymore (str.)	Gulland		Turner & Co	On or about 1st Aug.
SHANGHAI via AMOY	Jason (str.)	Milligan		Butterfield & Swire	On or about 2nd Aug.
SWATOW AND BANGKOK	Mongkut (str.)	P. H. Loff	Hongkong	Yuen Fat Hong	On 1st Aug., at 8 A.M.
SWATOW, AMOY, & FOOCHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-morrow, at Noon.

INSURANCES.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January 1883. [958

UNIVERSAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.

For Particulars, apply to

LINSTEAD & DAVIS, Agents.

Hongkong, 7th December, 1882. [16

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.

OF WHICH IS PAID-UP ... £100,000 Sterling.

RESERVE-FUND UPWARDS OF ... £120,000 Sterling.

ANNUAL INCOME .... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG; CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [12

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [2

FOR SALE.

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.

PUSTAU & Co.—Sole Agents.

Hongkong, 31st January, 1883. [875

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE,

Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

- 1 Dozen Quarts ....$22.50.
- 2 Dozen Pints ....$23.50.

Apply to

ARNHOLD, KARBERG & Co.

Hongkong, 28th August, 1882. [425

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR in lots to suit from one ton upwards.

CHOY CHEW, 230, Praya West.

Hongkong, 4th April, 1883. [668

NOW READY

CHRONICLE & DIRECTORY

FOR

CHINA, JAPAN, PHILIPPINES, BORNEO, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.

FOR 1883,

With which is incorporated

THE CHINA DIRECTORY.

The issue for 1883 which is the

TWENTY-FIRST ANNUAL PUBLICATION,

has been considerably extended, both in the Directory proper and in the Appendix. The ports in BORNEO have been added to the former; whilst the latter includes in addition to the usual contents, the Treaty between BRAZIL and CHINA, the new regulations for the overland trade between RUSSIA and CHINA, the Revised Consular Regulations for the Treaty Ports of China, Pilotage Regulations and other additions.

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- MAP OF THE ISLAND OF HONGKONG.
- PLAN OF THE CITY OF VICTORIA.
- NEW MAP OF THE FAR EAST.
- PLAN OF THE CITY OF CANTON.
- PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
- PLAN OF YOKOHAMA.
- PLAN OF MANILA.
- MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

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- FOOCHOW ....Messrs. Hedge & Co.
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- SHANGHAI ....Messrs. Kelly & Walsh.
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- NAGASAKI ....The C. and J. Trading Co.
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- YOKOHAMA.........*Japan Gazette* Office.
- MANILA ....Messrs. Viuda de Loyzaga & Co.
- SAIGON ....Mr. Crettier.
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- BANGKOK ....Messrs. A. Bjurling & Co.
- LONDON ....Mr. F. Algar, Clement's Lane.
- LONDON ....Messrs. Geo. Street & Co.
- LONDON ....Messrs. Bates, Hendy & Co.
- SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
- NEW YORK.......Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 27th January, 1883.

FOR SALE.

FOR SALE

GEORGE GOULET CHAMPAGNE

CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities HOCK and MOSELLE, from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON "GLENGARRY" OLD SCOTCH WHISKEY, In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS, CHATEAU BELAIS, CHATEAU SOLLBERG.

PUSTAU & Co., Agents.

Hongkong, 3rd October, 1882. [1270

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."

- $20 .... per case of 2 dozen pints.
- $19 .... per case of 1 dozen quarts.

GRAND VIN CHATEAU LEOVILLE.

- $24...........per case of 1 dozen quarts.

PALMER MARGAUX.

- $7.50 ....per case of 1 dozen quarts.
- $8.50 ....per case of 2 dozen pints.

CHATEAU LAROSE.

- $12...........per case of 1 dozen quarts.

LORMONT.

- $5 ....per case of 1 dozen quarts.
- $6 ....per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 25th March, 1881. [20

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long-range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from 4 to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

For Particulars, apply to

J. M. ARMSTRONG, Auctioneer, Queen's Road.

[1020]

FOR SALE.

BEST QUALITY OF GOLDEN GATE AND WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds.

Apply to

FUNG TANG, of Hee Cheong Ching Hong, 42, Bonham Strand.

Hongkong, 14th July, 1883. [1347

FOR SALE.

CHAMPAGNE, 1874 HEIDSIECK & Co.'s MONOPOLE.

CARLOWITZ & CO.

Hongkong, 1st July, 1881. [1259

FOR SALE.

WOODBERRY COTTON CANVAS, Nos. 1 to 10.

WOODBERRY RAVENS DUCK, 8, 10 12 oz.

U. S. HAMMOCK DUCK, 42 inches wide.

AMERICAN COTTON DRILL.

COTTON TWINE—5, 6, 7, 8, Fold.

HENRY'S CANVAS, No. 1.

WILLIAM DOLAN, 21, Praya Central.

Hongkong, 22nd June, 1883. [1204

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 10,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China; and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Jackson, will be despatched on or about the 14th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1883. [1136

FOR SYDNEY AND MELBOURNE,

(CALLING AT BRISBANE.)

THE Steamship

"CHANG CHOW,"

Captain Whittle, will be despatched on or about the 31st instant.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th July, 1883. [1315

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship

"JASON,"

Captain Milligan, will be despatched on or about the 2nd August.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1883. [1416

FOR HAVRE AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"FERONIA,"

Captain F. Nagel, expected here on or about the 3rd proximo, will have immediate despatch as above.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 28th July, 1883. [1422

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"KASHGAR,"

will leave for the above place on SATURDAY, the 4th August, at 12 (NOON) O'CLOCK.

E. L. WOODIN, Acting Superintendent.

Hongkong, 21st July, 1883.

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.

(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND, and TASMANIA PORTS, NEW CALEDONIA, and FIJI).

THE Steamship

"VENICE,"

Captain Drake, will be despatched as above on SATURDAY, the 4th August, at FIVE P.M.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.

Hongkong, 27th July, 1883. [1413

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DEUCALION,"

Captain Purdy, will be despatched on or about the 4th August.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1883. [1316

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

THE Eastern and Australian Steamship Company's Chartered Steamer

"FEILUNG,"

Captain Allison, will be despatched as above on TUESDAY, the 7th August, at FOUR P.M.

Parcels, all of which must be sent to our Office, will be received up to 4 P.M., on 6th August.

Contents and Value of Packages must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1883. [1415

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

will leave for the above place about 24 hours after her arrival with the next English mail.

E. L. WOODIN, Acting Superintendent.

Hongkong, 21st July, 1883.

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"ADOLPH OBRIG,"

Staples Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 9th June, 1883. [1127

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"McLAURIN,"

Little, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 22nd June, 1883. [1211

FOR HONOLULU.

THE 3/3 L. I. I. German Bark

"FRIEDRICH,"

Ulderup, Master, will load here for the above Port and will have quick despatch.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 16th July, 1883. [1352

STEAM FOR PORT ELIZABETH AND CAPE TOWN.

(Calling at SINGAPORE, MAURITIUS, NATAL and EAST LEONDON.)

THE Steamship

"ANERLEY,"

Captain Strachan, will have despatch as above.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 2nd June, 1883. [1266

FOR NEW YORK.

THE 3/3 L. I. I. British ship

"G. C. TRUFANT,"

Thomas, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 14th July, 1883. [1340

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHEDIVE," Captain W. A. Seaton, with Her Majesty's Mails, will be despatched from this for LONDON Direct via SUEZ CANAL and usual ports of call, on THURSDAY, the 2nd August, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Acting Superintendent.

Hongkong, 21st July, 1883.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 8th August, 1883, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %, from Return Fare; if re-embarking within one year, an allowance of 10 %, will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 %, from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 21st July, 1883.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA and VLADIVOSTOCK).

THE "TAKACHIHO-MARU," Captain , due here on or about the 1st August, will be despatched as above on or about MONDAY, the 6th August.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers will be transhipped for Vladivostock at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, 28th July, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship "GOLCONDE," Andrac, Commander, will sail on or about the 20th August, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a forwarding Agency at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each steamer carries a Surgeon and Stewardess. This Steamer has Splendid Accommodation for First and Second Class Passengers. The line is noted for its cuisine, and Beer and table Wines are included in the passage money.

Special rates are arranged for families.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 23rd July, 1883. [1393

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

- AMOY, Brit. str., Henermann.—Siemssen & Co.
- ADOLPH OBRIG, Am. bk., Staples.—Borneo Co.
- CANTON, Brit. str., J. C. Jaques.—Russell & Co.
- CHANNEL QUEEN, Brit. bark, Lelioheur.—Ed. Schellhass & Co.
- CHANDERNAGOR, Ger. bk., G. Sathre.—Chinese.
- ELLEN, Brit. bark, C. Hodge.—Chinese.
- FRIEDRICH, German bark, Ulderup.—Wieler & Co.
- HERRMANN, Ger. bk., Traulsen.—Wieler & Co.
- LIDO, Brit. str., Lewis.—Soey Shing.
- MONGKUT, Brit. str., P. H. Loff.—Yuen Fat Hong.
- OCEAN, Brit. str., R. R. Brown.—Adamson, Bell & Co.
- ORIENT, Ger. bark, W. G. Roder.—Ed. Schellhass & Co.
- SUEZ, Brit. str., G. Amslie.—Russell & Co.
- TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.
- VENICE, Brit. str., Drake.—Geo. R. Stevens & Co.
- WM. MANSON, Brit. bark, H Kindred.—Chinese.

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,

ROOMS 20 AND 21, MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.

The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

"JAPAN GAZETTE,"

YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,

Hongkong, 23rd May, 1877.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Ravenna*, with the next English mail, left Singapore at noon on the 27th July, and may be expected here on the 1st August.

THE INDIAN MAIL.

The two direct steamers, with the next Indian mail, left Calcutta on the morning of the 18th July, and may be expected to arrive here on or about the 3rd August.

STEAMERS EXPECTED.

The steamer *Claymore* left Singapore on the morning of the 25th July, and is due here on or about the 1st August.

The O. S. S. Co.'s steamer *Jason* left Singapore on the morning of the 27th July, and is due here on the 2nd August.

The E. & A. steamer *Tannadice* left Sydney on the 23rd July, and may be expected here on or about the 15th August.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Yokohama.—Per *Bengloe*, to-day, the 30th inst., at 5.00 P.M.

For Foochow, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, &c.—Per *Venice*, on Saturday, the 4th August, at 4.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet SINDH will be despatched on THURSDAY, the 9th August, with Mails to and through the United Kingdom and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Egypt, Malta, Gibraltar, and Mauritius.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

- NOON.—Money Order Office closes.
- 2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
- 3.00 P.M.—Mails closed, except for Late Letters.
- 3.10 P.M.—Letters may be posted with late fee of 10 cents until
- 3.30 P.M.—when the Post Office closes entirely.
- 3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

- 7 A.M., Post Office opens.
- 10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
- 11 A.M., Mail closes, except for Late Letters.
- 11.10 A.M., Letters may be posted with Late Fee of 10 cents until
- 11.30 A.M., when the Post Office closes entirely.
- 11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

MONEY LETTERS.

Public attention is called to the following extract from the Hongkong Postal Guide, Paragraph 60:—

"The Post Office declines all responsibility for unregistered Letters containing Bank Notes &c., and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters."

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Bandmasters Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is 2 cents (one penny), which is also the general rate of Postage on Soldiers' and Sailors' letters sent elsewhere.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.—Conductor, Gunner, Boatswain, or Carpenter.

EXTRACTS.

TIME'S REVENGE.

When I was ten and she fifteen—
Ah, me! how fair I thought her.
She treated with disdainful mien
The homage that I brought her,
And, in a patronizing way,
Would of my shy advances say:
"It's really quite absurd, you see;
He's very much too young for me."
I'm twenty now, she twenty-five—
Well, well! how old she's growing.
I fancy that my suit might thrive
If pressed again; but, owing
To great discrepancy in age,
Her marked attentions don't engage
My young affections, for, you see,
She's really quite too old for me.

WALTER LEARNED, in the *Century*.

THE SOFT YOUTH.

The youth who parts his hair at the equator, sucks the head of a rattan cane, squints with dreamy-looking eyes through airy glasses, wears No. 5 boots on No. 6 feet, sports a double-breasted watch-chain to which is anchored a 16s. watch, wears a horse's hoof scarfpin and sporting-dog studs, and says, "deuced," and "aw, yes, damme," has a soft thing in this hard world. He wears it in his hat just beneath his unusually thick skull.

HAIR.

Nature has fixed certain limits to man's eccentricity in the re-moulding of his features and the disguising of his skin. They are wide, in truth, but it may be observed with safety that she will not tolerate a fashion that removes any leading member. The hair alone, of all properties strictly personal, lies at our mercy, and seeing how that is dealt with we may not doubt that mankind would offer much more variety of appearance if its field of action were enlarged. Epochs are decided by the cut of the hair and beard, peoples identified, rank proclaimed. An Assyrian without his curls would be as anomalous as "Plato's man," or as a Celestial in ringlets. Among the happy thoughts of Greek caricature—too few of them have been preserved—was a drawing of the Pythian Apollo, bald-headed and bearded; the humour of the notion required small support. It has been said that shaving was the first impulse of civilisation; but if it be so, we observe a constant effort of mankind to return to savagery. Not for the face only, but for the head, fashion has exacted the use of razors again and again, and again and again has forbidden it. The lost long period of clean-shaving is commemorated among ourselves in a manner curious and significant. During the interval "when beaus wore wigs and ladies their own hair," both sexes equally cherishing a smooth face, the native terms belonging to this subject fell into neglect. "Beard" means properly the hair on chin and cheek; "whiskers" the ornament of the upper lip. Such is the plain sense of these words, and so were they used until a few generations back. But when our forefathers resumed the wear of natural clothing on the cheek, whilst still shaving the chin and lip, they ignorantly gave to this appendage the name of "whisker," leaving naked and anonymous that part to which the term properly applied. So, when they also revolted against the razor, no word remained to describe the growth that followed, and we were obliged to borrow "moustache," from France. A good instance this is of the result to be obtained from analysis of language. If the Max Muller of New Zealand in a time to come be worthy of his great forerunner, he will thoughtfully argue a long habit of clean-shaving in this realm by the mere transposition of words affected thereby. Endless are the trains of reflection that arise in considering this matter of hair. Over a great part of the world shaving the head was a sign of slavery; and so it remains in some degree. Barbarous warriors cherished their locks, and the vanquished lost his promptly. The Greek, the Persian, the Teuton, and the Celt agreed in this feeling, and so, probably, did all others at their stage of civilisation. Marriage, at first, was, doubtless, slavery. For many, many a generation after brutal habits had been modified, the wife sacrificed her hair. It was this custom in especial which offended the "Shield Maidens" of Scandinavia, and it endures to our day, or the tradition of it, in forms unsuspected. The maid who becomes a bride of Heaven is shorn, and in most countries a wife hides her head in a cap more or less tight—in all European countries she did so once. Free maidens were recognized by their flowing hair. The custom of throwing an old shoe after the bride may possibly have relation with a kindred usage, for another formality of wedding rites at an early age was the imposition of the bridegroom's foot on his wife's bent neck. This was another mark of slavery, often mentioned in the Bible; Defoe had authorities for his picture of Man Friday in that attitude. The monks of Eastern Europe shaved their heads in token of servitude. Probably they learned this idea from Africans or Syrians; the monks of the West had higher spirit, and they compromised, tracing only the circlet of the crown of thorns, which gradually underwent further change till it took the form of a crescent. Greeks cut their hair as a sign of mourning or distress, but Romans suffered it to grow. There is reason to think that the latter also at an early date did not use the razor; but when we learn their habits with minuteness, free men cut their locks to a reasonable length. The first barber came to Rome Sicily, as Pliny tells us, in the year B.C. 454. We know that the ancients had varied instruments of torture, wherewith professors operated on the skin, for the names and a vague definition are often mentioned; as the best of them were also used for paring the nails, we may believe that shaving was uncomfortable. Female barbers were certainly not rare. The free labouring man is frequently called *tonsus*, that is, clipped with the *forfex*, not to be confounded with the field slave *rasus*, shorn with the *novicula*. Since all classes of respectable Romans cut their hair, and honest rustics cut it short, body slaves could hardly be distinguished unless they were shaved close, which spoiled their appearance. Accordingly, such individuals did not crop their heads at all, and servile rank was distinguished at Rome by long tresses and ringlets. Fast and disreputable youths of doubtful status used a like fashion. Suetonius notes the shameful practice of Nero, who curled his hair elaborately, and built it up one tendril on another, or possibly, "crimped" it. The priests of Cybele, who seem to have held a foul pre-eminence among scoundrels and vile creatures of every age, wore long and dirty locks. So did the attendants of priests quite respectable, for reasons we cannot now understand. But with this single exception—if exception it be—Romans looked upon the Accersecomes as a bad character *ipso facto*.

It is not strange, perhaps, that those races to which are granted the shortest and least tractable heads of hair give themselves most pains to make a show of what they have. The varieties of *coiffure* in negroland come as near to infinity as human devices may. Popular notions about "wool" are gathered from the round, kinkling crops which semi-civilised black men display in our streets. A visit to Africa dispels many illusions, and this among the rest. A sable warrior or belle at home has hair from one foot to two feet long, and any amount of it. Since this thatch, coombed out, will stand on end, it lends itself to more vagaries at less trouble, than does our longer and softer material, and a negress makes the utmost use of her advantages. To name one style among thousands, which we could not possibly imitate, a favourite fashion of the West coast is the pine-apple dressing. After combing out the wool till it spreads erect like a black nimbus, a slave traces two "partings," parallel, an inch and a half apart. These she intersects at a like distance, making a lozenge, the hair on which is twirled to a point, coiled down like a rope, and so left with the tips protruding from the midst. The whole head treated in this manner resembles a pine-apple. Putting Africa aside, the further one travels to South and East the finer the hair one sees, more delicate the feet and hands and limbs. But these common blessings are not much prized. Many males shave after the manner of Islam, many crop heads, and neither man nor woman is ingenious or even careful in dressing the hair. A twist and a knot suffice to keep their massive tresses out of the way, the loose ends hanging to the waist behind; and a wreath of orchid, a garland of meggri, are the sole ornaments. It was when ladies of Europe wore a wig that they made up their heads to the likeness of post-chaises, chairs and chairmen, and broad-wheeled waggons, as Horace Walpole tells us. The "Calashcap," invented by the Duchess of Bedford, to suit this monstrous fashion, was shaped like the hood of a carriage, and was scarcely smaller, with hoops of whalebone raised or lowered by a string.

A TORY PANEGYRIC ON THE OLD PURITANS.

In the current number of *Blackwood* there is a curious article praising the men of the Commonwealth and assailing the old Tories of the Restoration. The writer frankly confesses that the former were always keenly alive to the honour of England, and allowed no liberty to be taken with that; whereas, on the other hand, Charles and his courtiers allowed the honour of their country to be trailed in the dust. "We cannot look back to those unsettled days," says the modern advocate of Jingoism, "without admiration of the respect which England commanded, and the good name among the nations which 'my Lord Protector' acquired for her. Oliver endured no slight from her friends. Oh for just the weight of his little finger to lay on Ireland just now! It would indeed effect a transformation for the letter." The writer adds that if we seek a pedigree for the fancy of depreciating our own nation we must not trace it back in the direction of the Republican saints of the Commonwealth, but we must look to the times of the Merry Monarch, when the dutch fleet sailed up the Thames, and when England was a worthless and faithless ally. This is all true; but the odd thing is to find it in an organ of Toryism in 1833.

A VERY INTELLECTUAL DOG.

A lady in Dowell owns a very intellectual dog, of which she desired much to have a picture. She accordingly took him to a photographic gallery, and with the assistance of the artist endeavoured to make her pet take and keep a suitable position before the camera. But the spoiled dog was in an unaccommodating mood that morning, and after repeated trials the attempt to conquer him was given up in despair. "Go home," the lady said at last, pointing to the door; "you are a bad, naughty, naughty dog." The culprit changed instantly his saucy manner, and dropping his tail between his legs slunk away in confusion. All the rest of the day he seemed to realise that he was in disgrace, crouching in corners, and wearing a shamefaced air. The next morning he was missing, and all search failed to discover him. About noon he re-appeared, much elated, and having fastened to his neck an excellent tin type of himself. Inquiry disclosed the fact that when the photographer went down in the morning the dog was there at the door of the gallery awaiting admission. As soon as the door was opened Carlo ran joyously up stairs, and leaped into the chair on which his mistress had poised him the day previous. Seizing the situation the artist made his preparations with all possible speed, and the result was the delightful picture which the four-footed penitent had taken home as a peace-offering to his mistress.

ENGLISHMEN IN THE UNITED STATES.

Six years' residence in the States has quite convinced me that for quiet unostentatious refinement of mind and sentiment, for general spread of human sympathy and human kindness, for lack of petty unworthy jealousies and suspicions, for generous impulses and generous acts towards those who are honestly trying to get on, the great mass of the American people are far ahead of ourselves. Far be it from me to say one word which might unfairly seem to detract from the qualities of the kind, true, honest English nature. But our American cousins are under less pressure than we are, socially and financially. They were generously treated as children, and they treat their children generously. They were thanked, appreciated, and largely rewarded for loyalty and hard work to their employers and their friends, and they similarly consider due to loyalty and honesty and diligence, those rewards which here it is so often not in our power to bestow, that when it is, we are apt to think the recipient will be spoiled by so unusual an exhibition of generosity, and withhold it *on principle*. But, on the other hand, the newly arrived Englishman has not established any claims on Americans, and, though it is easier for him, to do so there than here perhaps, still he has to begin, and to work straight away without a break from the commencement. In the West, at any rate, it is a generally accepted theory, that Englishmen are either very good or very bad, only to an American is conceded the privilege of being a medium character. Indeed, I must admit that, as a rule, this classification of my fellow-countrymen is apparently justified. A young Briton who goes to work, remains sober and well-conducted, exhibits any capacity for positions of trust, and honestly fulfils his duties, is more certain to rise than is any American. There is not a single large corporation in America that does not prove the above by its list of *employés*. On the contrary, a rollicking, now friendly and then sulky Briton, is left in the most determined way by his American neighbours. There is no chivalrous theory there as here, that a foreigner, because he is one, is at liberty to make himself as disagreeable as he pleases; on the contrary, he is at once relegated to persons, if any such can be found by him, who will tolerate his eccentricities. This is done very quietly, but it is done quite regardless of any position or rank; equally to "a nobleman from the country," the son of a New York millionaire, or anybody else who adopts airs and manners which assume on his part that he is anything more than a gentleman of education and refinement, or more than what any ordinary American gentleman is or would wish to be. This may all savour to my readers a little too much of "freedom and equality," but these words are a bugbear to American gentlemen as much as to us in the cant sense. We surely are as free as they, and if we do not consider them on an equality with us, so much the worse for ourselves, unless we decide to remain at home. No importance is so great as parochial importance, and of that, unfortunately, all we English savour strongly, and we resent the world expressing, or being even given a chance to express, an opinion on the matter.—*Field*.

HOME, SWEET HOME.

By authority of the American Government, the remains of John Howard Payne, author of "Home, sweet home," have been removed from Tunis, where he was buried when consul-general from the States. There is a memorial window in the English church at Tunis, placed by public subscription through the exertions of the Rev. E. H. Shepherd, formerly chaplain there, now of Shepton Mallet. The inscription is, "In memory of John Howard Payne, author of 'Home, sweet Home;'" and in the centre light the motto, "The Lord hath brought me home." Mr. Shepherd says that the author of the song which has gladdened so many homes was himself a homeless, solitary, unhappy misanthrope, who ought in early life to have known the truth that it is not good for man to be alone.—*Leisure Hour*.

THE SOVEREIGN AND THE SAGE.

A king once, anxious to reward one of his subjects for valuable services performed to the State, asked in what way the subject would take his recompense. The king and the subject were both sixty-four years of age, and the wise man asked that he might be granted a kernel of wheat for the first year of their lives, two for the second, four for the third, eight for the fourth, sixteen for the fifth, and so on. By continuing the calculation until the result has been doubled for the sixty-fourth time, the astounding number of 9,223,372,036,854,775,808 will appear. It is generally conceded that the average number of wheat kernels in a pint is 9,216, which will give 18,432 for a quart, 73,728 for a peck, and 589,824 for a bushel, or 31,274,997,411,-298 bushels of grain as the courtier's reward for his services, a larger amount than the whole world would produce in several years.—*Cassell's Book of Sports and Pastimes*.

THE STAGE AND THE BAR.

The strong bond of sympathy which has long existed between lawyers and actors is again evidenced by the dinner to Mr. Irving, at which the Chief Justice of England will preside with the support of eight judges, several Queen's counsel, and numerous lesser lawyers. From the time when Demosthenes laid down the three rules of oratory to the day when the future Chief Justice Mansfield was found in his chambers practising attitudes before the looking-glass, the arts of the speaker and the actor have been recognised as going a long way together hand in hand. There is judicial authority for the statement that there is no forensic eloquence now; but Mr. Justice Stephen may see in the forthcoming conjunction of the bar with the stage some signs of a revival. The author of *Ion* is no longer on the bench, and the nearest approach to dramatic fame to be found now in the law belongs to a master of the Supreme Court whose prosaic duty it is to tax bills; but when Mr. Irving paid a visit to the new Law Courts a month or two ago his presence in Court was recognised by the presiding judge—a compliment which would not have been paid to the representative, however distinguished, of any other but this highly favoured art. Without claiming Shakespeare as a lawyer, or that he was one and the same person as Bacon, the law was enough in common with the stage to ask for a large share in doing it honour; and it is at the present time fortunate in possessing a Chief Justice well qualified to show that the artistic side of the lawyer's business is not always so neglected as has been supposed.—*Law Journal*.

DECORATION OF ACTORS IN FRANCE.

Actors (says the *Times*) have at length attained a position of perfect equality with other citizens. Since the Revolution no actor has been denied Christian burial, in case of refusal to promise, if he recovered, to abjure the stage. Samson and Régnier received the Cross of the Legion of Honour, but on condition of retiring from their profession. Sevesto was decorated for defending Paris in 1870, but he was then mortally wounded. Got was decorated two years ago, but the decree studiously ignored the fact of his being an actor. It described him as a Professor of Declamation at the Conservatoire, and it was there that the riband was handed to him. It remained for M. Ferry to take the last step in the path of emancipation. On Friday night he went to the Comedie Francaise, and between two of the acts sent for Delaunay to a private room, where he not only decorated him, but pressed him to abandon his design of retiring. Delaunay, who was on the eve of going through his principal characters, by way of farewell to the stage, could not resist such blandishment. He, too, is a Professor at the Conservatoire; but the decree this time contains the words "Societaire de la Comedie Francaise:" and mentions his professorship as a secondary qualification. How he was overwhelmed with congratulations may be imagined, and the performance must have been interrupted, had he not been rescued from the stream of well-wishers. Neither profession nor sex (for Rosa Bonheur was decorated in 1865) is now an obstacle to that honour which is every Frenchman's ambition; and actors are no longer in any sense pariahs.

ARTIFICIAL CHEESE.

In the manufacture of artificial cheese we are indebted to the Chinese for teaching us to substitute the leguminose of certain kinds of peas by cascine; the Americans replace the butter of the cheese by artificial cream, which makes the product more agreeable than those cheeses deprived of butter. Dr. N. Gerber has made known the process employed, and this paper has been translated by Dr. Shuder; the results are as follow:—First comes artificial butter, then artificial cream, then artificial cheese. Nothing, however, is easier than to obtain the latter result; it suffices to return to the skimmed milk its fat by the help of chemical products, known by the euphonious titles of anti-huffing and anti-mottling extracts, the inventions of MM. Freeman, Larabee, and Jocelyn. The apparatus necessary for the manufacture of the artificial cheese has been invented by Mr. Cooley. The process is as follows: The artificial milk is prepared in the first instance by beating up the fat by the help of a centrifugal machine, which divides it into microscopic particles, which are afterwards emulsified by rapid motion in skim milk; the chemical agents already spoken of are then added, and help in increasing the change into cheese and in preventing abnormal fermentation. This done, pressure is used, and then the curd is made. The curd is cut backwards and forwards, then granulated; the whey is allowed to drain off, and the cheese put into a form and submitted to a temperature of from 20 deg. to 25 deg. At the end of a month the cheese is ready for sale. The Americans have no time to allow their cheeses to ripen, notwithstanding that, if there is not a proper fermentative process, it is impossible to make good cheese. This product, however, is stated to be as good as ordinary American cheese, and its preparation is simple and inexpensive. It is also stated that a commercial house in Greenwater is occupied with the preparation of talc or soap-stone to fulfil the demands of the farmers making butter and cheese, so that talc which costs twopence-halfpenny a pound is sold at butter price, and one pound of cheese often contains two ounces of talc. It is felt that these adulterations may be very prejudicial to the exportation of American cheeses, and therefore respectable houses discountenance these fraudulent imitations.—*Sanitary Record*.

HONGKONG MARKETS.

(REPORTED BY CHINESE ON THE 28TH JULY, 1883.)

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$83.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.93 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T.-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
Grey T.-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
Grey T.-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.95
Grey T.-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.80 to 2.95
Grey T.-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.66
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.60 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 500 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.30 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.60 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.85
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.90
Quicksilver, English, per picul	$56.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 19.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 45.50
Bees Wax, White, per picul	$79.00 to 79.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 35.50
Coals, Allcat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$23.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.60 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.5 to 2.9.5
Dates, Red, per picul	Tls. 2.2.5 to 2.8.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.85
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 495
Ginseng, American, 2nd quality, per picul	$150 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$35.00 to 43.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 6.1.0 to 6.3.5
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$6.50 to 7.50
Potatoes Flour, per picul	Tls. 1.5.0 to 1.5.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.85 to 1.90
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.88
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 29.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$4.15 to 4.25
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$18.50 to 18.90
Rattan, Straits, per picul	$5.30 to 5.55
Rattans, Banjar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.50 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.00
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.60 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.1.0 to 6.3.5
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amoy	July 27	C. Herrmann	Brit. str	814	Siemssen & Co	
Annam	May 12	Y. M. Tung	Ann. str	317	Order	
Arabic	July 28	W. G. Pearne	Brit. str	2787	O. & O. S. S. Co	S. Francisco
Batangas	July 4	John Ovieta	Span. str	116	Order	
Canton	July 26	J. C. Jaques	Brit. str	1095	Russell & Co	
Charruca	July 23	Hermanhea	Span. str	407	Remedios & Co	
Crusader	July 28	Rowin	Brit. str	647	Sooy Shing	
C. T. Hook	July 27	W. Jarvis	Brit. str	902	Thomas Howard & Co	
Emuy	June 30	Rementaria	Span. str	222	Remedios & Co	
Esmeralda	July 28	G. Wright	Brit. str	395	Russell & Co	Manila
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Ingo	July 10	Jasselsen	Ger. str	672	Wieler & Co	
Iphigenia	July 29	F. Ahrens	Ger. str	1959	Siemssen & Co	
Kiukiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiangchow	—	S. W. Goggin	Brit. str	288	H. C. & M. Steamboat Co	Canton
Kong Beng	July 29	R. Young	Brit. str	862	Yuen Fat Hong	
Kwangtung	July 29	M. Young	Brit. str	674	Douglas Lapraik & Co	East Coast
Lee Yung	June 19	Chun	Ann. str	150	Chinese	
Lido	July 22	Lewis	Brit. str	620	Sooy Shing	
Mongkut	July 26	H. Laff	Brit. str	853	Yuen Fat Hong	Bangkok
Namoa	July 26	G. Westoby	Brit. str	852	Douglas Lapraik & Co	Coast Ports
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Euri Maru	April 21	Rose	Brit. str	89	Order	
Saltee	July 28	Biard	Fr. str	323	Shing Loong	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Suez	July 20	G. Amsley	Brit. str	1390	Russell & Co	
Thales	July 28	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	Kudat
Venice	July 25	Drake	Brit. str	1276	Geo. R. Stevens & Co	Melbourne
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Woosung	July 24	Hunt	Brit. str	1109	Butterfield & Swire	
Yung-ching	July 26	Andrew	Chi. str	765	C. M. S. N. Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph Obrig	May 29	H. Staples	Amr. bk	1448	Russell & Co	S. Francisco
Chandernagor	June 19	G. Suthge	Ger. bk	683	Chinese	
Channel Queen	May 18	Lolacheur	Brit. bk	609	Eduard Schellhass & Co	
Chocorua	June 30	J. A. Locke	Amr. sh	1163	Captain	
Doretta	July 27	Martin	Siam. bg	300	Order	
Ellen	July 15	C. Hodge	Brit. bk	490	Chinese	
Elwell	June 30	Barston	Amr. sh	1461	Order	
Friedrich	June 30	Uldorup	Ger. bk	676	Arnhold, Karberg & Co	Honolulu
Goodell	July 18	Hogan	Amr. bk	843	Russell & Co	
Grandee	July 15	Jacobs	Amr. sh	1354	Order	
Guam	June 10	Maras	Brit. sch	390	Borneo Co., Limited	
Hermann	July 17	M. Traulsen	Ger. bk	414	Wieler & Co	
Inca	July 24	J. G. Goffken	Ger. bk	730	Pustau & Co	
Joe Rauers	July 3	Schroder	Ger. bk	889	Melchers & Co	
Loong Wha	July 28	G. Graham	Ger. sch	374	Chinese	
Louisa	Jan. 2	Schindach	Ger. sch	245	Captain	
McLaurin	May 17	J. H. Little	Amr. sh	1330	Russell & Co	S. Francisco
Orient	July 26	W. G. Roder	Ger. bk	431	Ed. Schellhass & Co	
Printemps	July 15	F. Gaillard	Fren. bk	357	Carlowitz & Co	
P. S. Kurimann	April 21	Rose	Brit. sch	89	Order	
Ramier	June 28	Savary	Fr. bg	280	Carlowitz & Co	
Spartan	July 26	Vincent	Am. sch	35	W. H. Ray	
Tekeli	July 12	Buckholdt	Brit. bk	390	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Undine	July 1	F. Kruse	Ger. bk	968	Melchers & Co	
Wm. Hales	July 1	Geo. F. Elliot	Amr. bk	834	Captain	
Wm. Manson	July 15	H. Kindred	Brit. bk	366	Chinese	
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	Canton
Tet-sai	—	Lefavour	Brit. str	115	H. C. & M. Steamboat Co	Canton

WHAMPOA.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
H. Bremer	July 24	Whanes	Ger. sch	348	Captain	
Livingstone	July 9	H. Steffens	Ger. bk	531	Siemssen & Co	
Occident	July 13	C. Reuter	Ger. bk	254	Wieler & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fu-yew	July 17	Croad	Chi. str	920	C. M. S. N. Co	
Pesang	July 25	Irvine	Brit. str	967	Jardine, Matheson & Co	Shanghai
Yangtsze	July 28	D. Casson	Brit. str	784	Siemssen & Co	
Yottung	—	—	Brit. str	286	Chinese	
Alva	May 11	E. de Souza	Port. bk	632	Brandao & Co	
Carl	May 24	Hansen	Siam. bk	535	Captain	

SWATOW.

SAILING VESSELS.
IN PORT ON 2ND JUNE, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Frohlich	May 17	—	Ger. bg	350	—	
Helena	May 19	—	Brit. bk	556	—	Foochow
Hermine	May 23	—	Swd. bk	259	—	

AMOY.

IN PORT ON 26TH JULY, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albatros	July 22	Brunnsa	Ger. sch	216	Pasedag & Co	
Benedicta	July 23	C. Darum	Ger. sch	240	H. A. Petersen & Co	
Caroline	July 22	N. Michelsen	Ger. sch	273	H. A. Petersen & Co	
Gilead	July 23	C. Holter	Nor. bk	433	Pasedag & Co	
Helene	May 1	Kossow	Ger. bk	250	Boyd & Co	
Ino	July 24	D. C. Bohsen	Ger. bk	344	H. A. Petersen & Co	
Kate	July 18	Oats	Brit. sch	191	Pasedag & Co	
Manhem	July 22	A. P. Jansson	Swd. sch	463	H. A. Petersen & Co	
Meridian	July 7	A. L. Kruse	Siam. bk	290	Pasedag & Co	
Peter	July 26	H. Moller	Ger. sch	307	H. A. Petersen & Co	
Sibirien	July 22	Johanbson	Ger. bk	367	H. A. Petersen & Co	
Willie	July 19	Olla	Brit. sch	275	Boyd & Co	

FOOCHOW.

IN PORT ON 21ST JULY, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Golding Star	July 9	Schmitger	Brit. bk	311	Chinese	
Minna	July 15	Lass	Brit. bk	437	Chinese	

SHANGHAI.

IN PORT ON 24TH JULY, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Antwerp	June 26	Smith	Brit. sh	1030	Turnbull, Howie & Co	
Batavia	July 14	Oberg	Brit. bk	366	Nils Moller	
Brenda	June 12	Kleffel	Brit. bg	291	Mackenzie & Co	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Dartmouth	May 5	Flinton	Brit. bk	915	Melchers & Co	London
Elliotts	April 22	Neill	Brit. bg	285	Jardine, Matheson & Co	
Fleet Wing	July 17	Yarnall	Brit. bk	786	Adamson, Bell & Co	
Foochow	July 21	Peterson	Siam. bg	300	Master	
H. D. Dudley	May 8	Dudley	Amr. bk	1080	Frazar & Co	
Helvig	July 11	Norquay	Brit. bk	375	Nils Moller	
Hugo & Otto	July 21	Koedt	Nor. bk	370	Lewis and Hopkins	
Ice King	July 5	Bartlett	Amr. sh	1153	Mackenzie & Co	
John Potts	July 19	Cargill	Brit. bk	303	Morris & Co	
Kolga	Oct. 25	Lome Bang	Ger. bk	510	Russell & Co	
Obed Baxter	June 25	Baxter	Amr. bk	877	Turnbull, Howie & Co	
Paul Jones	July 20	Gorish	Amr. sh	1295	C. & J. Trading Co	
Polynesian	June 27	Jones	Brit. sh	—	Master	
Queen of India	June 22	Inckey	Brit. bk	389	W. Hewett & Co	
Sea Swallow	July 20	Way	Brit. bk	632	G. & Burchardt	
Solidor	July 20	Schroder	Brit. bk	211	Nils Moller	
Syren	July 7	Crocker	Amr. sh	822	C. & J. Trading Co	

NAGASAKI.

IN PORT ON 14TH JULY, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Hieronymus	July 10	Ipplands	Ger. bk	325	Holme, Ringer & Co	Chefoo
Hindoo	July 10	Mathersen	Ger. bk	—	Order	Yokohama
Hugo & Otto	June 30	Koedt	Nor. bk	370	Holme, Ringer & Co	Shanghai
K'masaka Maru	July 11	Elles	Jap. bk	416	M. B. M. Co	
Kozaki Maru	—	Christensen	Jap. sh	400	M. B. M. Co	
Louise	June 24	Lawrence	Am. sch	230	Holme, Ringer & Co	
M. Selchau	July 11	Gernstenberg	Dan. bk	447	Order	Shanghai
Velocity	July 10	Martin	Brit. bk	490	Holme, Ringer & Co	Chefoo

YOKOHAMA.

IN PORT ON 14TH JULY, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Annie H. Smith	July 2	Brown	Amr. sh	1452	C. & J. Trading Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Cyprus	June 24	Johnson	Brit. sh	1390	Simon Evers & Co	
Evangeline	July 14	Bell	Brit. bkn	345	Chinese	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
Ferdinand	July 9	Westergard	Ger. bk	416	H. McArthur	
Grecian	June 1	Dunbar	Amr. sh	1621	Frazar & Co	
Hindoo	June 18	Mathiesen	Ger. bk	540	M. B. S. S. Co	
John C. Munroe	June 29	Summers	Brit. bk	612	Cornes & Co	
M. C. Bohm	—	—	Ger. sch	56	P. Bohm	
Otsego	June 13	Ewart	Brit. sch	60	Captain	
Pearl	May 29	Howes	Amr. bk	536	Jardine, Matheson & Co	
R. R. Thomas	June 28	Nichols	Amr. sh	1332	C. & J. Trading Co	
St. David	July 5	Frost	Amr. sh	1535	J. D. Carroll & Co	
Valparaiso	June 18	Meyer	Ger. bk	490	H. Macarthur	

MANILA.

IN PORT ON 9TH JULY, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	
Ambassador	May 29		Brit. bk	692	Tillson, Herrmann & Co	London
Austria	May 26		Brit. bk	1106	Macleod & Co	N.Y. or B'ton
Batavia	July 2		Amr. bk	661	Findlay, Richard & Co	Boston
Cambridge	June 12		Brit. bk	1135	Smith, Bell & Co	New York
C. of P'delphia	June 2		Amr. sh	1457	W. F. Stevenson & Co	
Continental	June 29		Amr. sh	1712	W. F. Stevenson & Co	New York
Filadelfia	July 1		Aust. bk	830	Macleod & Co	
H. P'tzenberg	July 3		Ger. bk	553	Martin, Dyce & Co	London
M. Magdalena	June 13		Ger. bk	583	Ker & Co	Channel
Importer	June 29		Amr. sh	1270	Smith, Bell & Co	New York
Marianne	June 12		Fren. bk	469	Smith, Bell & Co	Channel
M. Brockelman	July 7		Ger. bk	512	Baer, Senior & Co	Channel

CEBU.

IN PORT ON 9TH JULY, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Hermann	June 25		Ger. bk	453	Macleod & Co	Liverpool
Sacramento	June 12		Amr. bk	1418	Macleod & Co	United States
Samar	June 11		Amr. sh	1110	Smith, Bell & Co	New York

ILOILO.

IN PORT ON 9TH JULY, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Any Turner	June 13		Amr. bk	991	Austen & Co	New York
Ben. F. Hunt	June 20		Amr. bk	1191	Austen & Co	New York
Cambay	June 4		Brit. sh	1000	Ker & Co	Liverpool
O'brian Queen	May 25		Brit. sh	1300	Austen & Co	S. Francisco
C. P. Dixon	June 20		Amr. bk	723	Ker & Co	New York
Earl Granville	June 1		Brit. sh	1193	Ker & Co	Boston
Pilgrim	June 25		Amr. bk	857	Smith, Bell & Co	Boston
Ringleader	June 26		Amr. bk	1183	Martin, Dyce & Co	United States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Albatross	screw sloop	4	840	Com. Hicks	Chefoo
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Chefoo
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Chefoo
Cockchafer	gunboat	4	470	Commander H. W. Hill	Hongkong
Curacoa	corvette	14	2540	Captain Anstruther	Chefoo
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Chefoo
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Amoy
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Chefoo
Magpie	surveying vessel	3	600	Lieut.-Com. A. Carpenter	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Sapphire	corvette	12	2360	Capt. J. R. T. Fullerton	Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Collins	Hongkong
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Chefoo
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	800	Captain Schanz	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	Singapore
Aragon	Spanish frigate	—	—	Captain J. R. Hiquero	Nagasaki
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltchan	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Nagasaki
Kersaint	French corvette	—	375	Commander Beaumont	Shanghai
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Leipzig	German corvette	16	—	Captain Herbig	Nagasaki
Lutin	French gunboat	4	100	Captain Rouvier	Hongkong
M'ques del Duero	Spanish gunboat	—	—	Capt. Domingo Caravaca	Hongkong
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Nagasaki
Morge	Russian gunboat	7	80	Commander Tatarinoff	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrondt	Nagasaki
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastoun	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Skobeleff	Russian corvette	—	—		Nagasaki
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sidenener	Vladivostock
Stosch	German corvette	19	700	Captain von Buchholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Singapore
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Hongkong
Vestnik	Russian cruiser	—	—	Captain Avelan	Singapore
Villars	French cruiser	15	600	Captain Dewatre	Hongkong
Vostock	Russian gunboat	4	—	Commander Molchonsky	Japan
Wolf	German gunboat	4	340	Commander von Raven	Amoy

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75	—	Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	
Chian-jui	Revenue cruiser	3	80	17	—	Hongkong
Chian-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-cheng-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Liu	Hongkong
Tching-en	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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